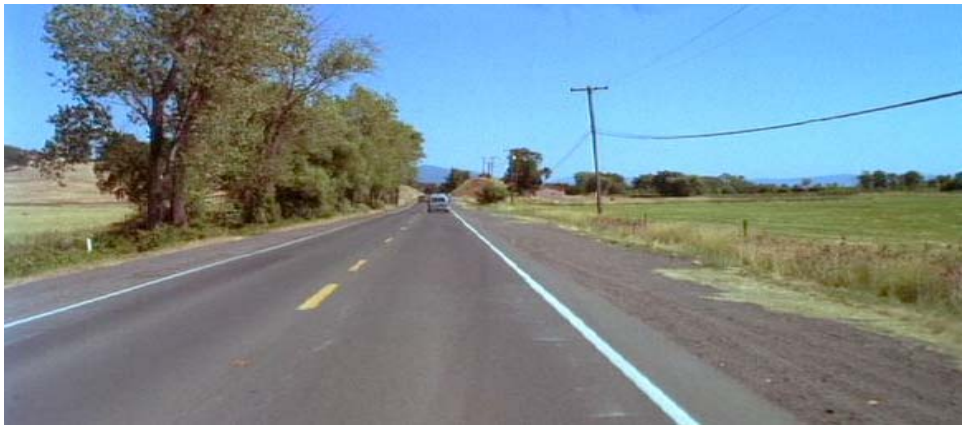
Lak-20 Shoulder Widening

State Route 20 in Lake County, Between Upper Lake and Nice
01-Lak-20-KP 15.1/19.5 (PM 9.4/12.1)
EA 432600

Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

December 2004

Caltrans

Caltrans Metric

General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study which examines the potential environmental impacts of the proposed project located in Lake County, California. The document describes why the project is being proposed, alternatives considered for the project, the existing environment that could be affected by the project, potential impacts from the project, and the proposed avoidance, minimization and/or mitigation measures.

What should you do?

- Please read this Initial Study. Additional copies of the document are available for review at the Lake County Library -Upper Lake Branch, 310 2nd St., Upper Lake, CA, and the document and associated technical studies are available for review at the Caltrans District 3 Office, 703 B Street, Marysville, CA. The document is also available at the following websites: http://www.dot.ca.gov/dist1/d1projects/envdocs.htm or http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm.
- It is anticipated that a public workshop will be held in late January/early February 2005.
- We welcome your comments. If you have any concerns regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

  Jean L. Baker, Chief
  Environmental Management, M-2 Branch
  California Department of Transportation
  P.O. Box 911
  Marysville, CA 95901

  Submit comments via email to: jeannie_baker@dot.ca.gov.

- Submit comments by the deadline: January 24, 2005.

What happens next?

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Jean L. Baker, Environmental M-2 Branch, P.O. Box 911, Marysville, CA 95901; (530) 741-4498 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

SCH# _____
01-Lak-20-15.1/19.5
(9.4/12.1)
EA 432600

Shoulder Widening on State Route 20 in Lake County, California
From KP 15.1 (PM 9.4) near Upper Lake to KP 19.5 (PM 12.1) near Nice

INITIAL STUDY
with Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

15 December 2004
Date of Approval

John D. Webb, Chief
North Region Environmental Services
California Department of Transportation

State of California
Department of Transportation

SCH Number: _____
01-Lak-20-15.1/19.5
(9.4/12.1)

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to construct safety improvements on a 4.4 km (2.7 mi) section of State Route (SR) 20 in Lake County from 1.7 km (1.1 mi) east of the SR 20/29 junction to 0.2 km (0.1 mi) west of the Nice-Lucerne Cutoff. The project would widen both the east- and westbound shoulders to 2.4 m (8.0 ft), upgrade public and private road approaches, and extend/upgrade culverts as needed. The project would also include replacement planting within and adjacent to the project area as mitigation for impacts to oak trees and riparian vegetation.

Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that the Caltrans' decision regarding the project is final. This Mitigated Negative Declaration is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would have **no effect** on air quality, water quality, geology or soils, noise levels, public services, planned land use, neighborhood integrity, or social, recreational or educational facilities;
- The proposed project would not increase seismic hazards or induce growth, and does not include any hazardous waste sites;
- The proposed project would have **no significant effect** on farmland, floodplains, cultural resources, utilities, wetlands, or wildlife.

In addition, the proposed project would have **no significantly adverse effect** on riparian vegetation or oak trees because the following mitigation measures would reduce potential effects to insignificance:

- Replacement planting within and adjacent to the project area would mitigate impacts to existing riparian vegetation;

- Replacement planting within and adjacent to the project area at a ratio of 1 seedling for each inch of diameter at breast height (dbh) removed would mitigate removal of existing oak trees.

_____ _____

John D. Webb, Chief
North Region Environmental Services
California Department of Transportation

Date

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List of Abbreviated Terms

ac	Acre
AC	Asphalt concrete
ADT	Average Daily Traffic
APE	Area of Potential Effects (cultural resources)
BMP	Best management practices (water quality)
Caltrans	California Department of Transportation
CDFG	California Department of Fish & Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	Carbon monoxide (air quality)
dBA	Decibels (noise level measurement)
ES	Edge of shoulder
ESA	Environmentally Sensitive Area
ESA	Endangered Species Act
ETW	Edge of traveled way
FG	Finished grade
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
ft	foot/feet
ha	hectare
HP	Hinge point
HPSR	Historic property survey report
IS	Initial Study
km	kilometer(s)
KP	kilometer post
Leq	Equivalent noise level
LOS	Level of service
m	meter(s)
mi	mile(s)
NAC	Noise abatement criteria
NEPA	National Environmental Policy Act
NES	Natural Environment Study (biological resources)
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NRCS	Natural Resources Conservation Service
OG	Original ground
PG&E	Pacific Gas & Electric
PM	post mile
ppm	Parts per million
PRC	Public Resources Code
RTIP	Regional Transportation Improvement Program

RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Office
SR	State Route
USACOE	U.S. Army Corps of Engineers
USC	United States Code
USFWS	U.S. Fish & Wildlife Service

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to improve a 4.4 km (2.7 mi) section of State Route (SR) 20 in Lake County from 1.7 km (1.1 mi) east of the SR 20/29 junction to 0.2 km (0.1 mi) west of the Nice-Lucerne Cutoff (Figure 1-1 & 1-2). This safety project would widen both the east- and westbound shoulders to 2.4 m (8.0 ft). The roadway centerline would be shifted approximately 1.2 km (4 ft) to the south from post mile 10.2 to 10.4 and 1.2 km (4 ft) to the north from post mile 10.9 to 11.1 to reduce the amount of cut and fill. Public and private road approaches would be upgraded, and culverts would be extended/upgraded as needed. The project would also include replacement planting within and adjacent to the project area as mitigation for impacts to oak trees and riparian vegetation.

This project is included in the 2004 State Highway Operation and Protection Program (SHOPP) as a safety improvement project, and in the 2004 Federal Transportation Improvement Program with an estimated cost of $5.4 million.

1.2 Purpose and Need

State Route 20 was constructed in 1935 as a two-lane conventional highway. Within the project limits (between Upper Lake and Nice) it is classified as a Rural Minor Arterial, with 3.6 m (12 ft) paved travel lanes and an average of 0.3 m (1 ft) shoulders. State Route 20 links Lake County with the Route 101 corridor near Ukiah to the west and the I-5 corridor in the Sacramento Valley to the east. Average Daily Traffic (ADT) within the project limits for 2002 was 6,200 vehicles, with a Peak Hour of 680 vehicles.

1.2.1 Purpose

The purpose of the proposed project is to upgrade SR 20 to the current design standard of 2.4 m (8 ft) shoulders to improve safety and operation of the highway within the project limits. The project is consistent with both the Route 20 Concept Report and the Regional Transportation Plan.

Figure 1-1. Project Vicinity

Figure 1-2. Project Location

1.2.2 Need

Within the project limits, SR 20 has experienced accident rates well above the statewide average for similar facilities. The following table presents accident data for the 3-year period from January 1, 1997 to December 31, 1999:

Table 1.1 – Accident Data

Total No. Collisions	Collision Rate, (Actual)*			Collision Rate (Statewide Average)*		
	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
31	0.114	0.8	1.76	0.041	0.96	1.77

Source: Caltrans Design, 10/04
**Rates are per million vehicle miles*

This data shows that the fatality rate is 2.8 times higher than the statewide average for similar two-lane highways. Of the 31 total collisions, there were two fatal and twelve injury collisions. In addition, 14 of the collisions involved single vehicles, 12 involved two vehicles and 5 involved three vehicles. Additional collision information is as follows:

- 1 sideswipe
- 1 broadside
- 10 rear-end
- 2 auto/pedestrian
- 14 hit an object (i.e., fence, cut slope, sign post, etc.)
- 3 other, non-specific

Analysis of the accident data indicates pattern concentrations consistent with a roadway that does not have shoulder widths recommended in the Highway Design Manual. The wider shoulders would provide room for errant vehicle recovery.

1.3 Alternatives

The purpose of the project is to improve the safety and operation of SR 20 between the communities of Upper Lake and Lucerne. This section of highway does not meet the current design standard of 2.4 m (8 ft) for shoulder width.

1.3.1 Build Alternative

The proposed project would widen both the east- and westbound shoulders of SR 20 to 2.4 m (8.0 ft). The roadway centerline would be shifted approximately 1.2 km (4 ft) to the south from post mile 10.2 to 10.4 to reduce impacts, and 1.2 km (4 ft) to the north from post mile 10.9 to 11.1 to reduce the amount of cut and fill and therefore impacts to adjacent properties. Locations where fill is required would incorporate either 1:2 or 1:4 slopes, and cut locations would incorporate 1:1.5 slopes. In addition, the project would include culvert upgrades/extensions as needed, utility relocations, paving of private driveways up to State right-of-way, upgrading public road approaches to current standards, and asphalt concrete overlay (Figures 1-3 & 1-4). The project would also include replacement planting within and adjacent to the project area as mitigation for impacts to oak trees and riparian vegetation.

The increased shoulder width would provide a recovery area for vehicles and better accommodate pedestrians and bicyclists. The cost for the build alternative including right-of-way acquisition is estimated to be $5.4 million.

Figure 1-3. Project Layouts

Figure 1-4. Typical Cross-Section

1.3.2 No-Build Alternative

A No-Build Alternative is included to provide a baseline for comparison of the impacts of a proposed project. With a No Build Alternative, the roadway shoulders would not be widened to 2.4 m (8 ft) and the other associated improvements would not be constructed. It is expected that the collision rate within the project limits would continue to increase as traffic increases, and the narrow shoulders would continue to limit the recovery area for errant vehicles. This alternative would not meet the purpose of the project, which is to improve the safety and operation of the highway.

1.3.3 Alternatives Considered and Withdrawn

During the project development process, two other alternatives were considered for improving safety within the project limits.

Alternative 1A

Alternative 1A would have widened the shoulders on both eastbound and westbound sides of the roadway to 2.4 m (8 ft), with the widening symmetrical to the existing roadway. The cost for this alternative including right-of-way is estimated to be $5.3 million.

This alternative would result in greater impacts between post miles 10.2 and 10.4, and additional right of way acquisition from post miles 10.9 to 11.1 due to the steep cut slope in this location and the potential for impacts to a private residence on top of the slope.

Due to the greater impacts than those for the Build Alternative and the associated greater cost, Alternative 1A was withdrawn from consideration.

Alternative 2

Alternative 2 would have widened the shoulders symmetrically on both eastbound and westbound sides of the roadway to 1.2 m (4 ft). The cost for Alternative 2 including right-of-way is estimated to be $3.1 million.

This alternative would not meet current geometric standards, as 1.2 m (4 ft) shoulders are not adequate for the volume of traffic on this roadway, and they are not consistent with existing shoulder conditions at the beginning and end of the project. In addition,

the narrower shoulders do not provide adequate room for errant vehicle recovery. For these reasons, this alternative was withdrawn from consideration.

1.4 Permits and Approvals Needed

The proposed project would require the following environmental permits/approvals:

Agency	Permit / Approval
U.S. Army Corps of Engineers	Section 404 Nationwide Permit for filling or dredging waters of the U.S.
Regional Water Quality Control Board	Section 401 Certification
Calif. Dept. of Fish & Game	Section 1602 Streambed Alteration Agreement
State Historic Preservation Office	Concurrence with Finding of No Adverse Effect to Historic Properties

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical and biological environments in the project area. It describes the existing environment that could be affected by the project and potential impacts from each of the alternatives.

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered, but no potential for adverse impacts to these resources was identified. Consequently, there is no further discussion regarding these resources in this document:

- **Growth** - The Project Study Report (Caltrans 2002) states that the purpose of the proposed project is to improve safety. The project would not provide for an increase in traffic capacity (such as through construction of additional through-traffic lanes) and would not contribute to growth in the surrounding area.
- **Community Impacts** - The proposed project is located in a rural area between the communities of Upper Lake and Nice, CA, and does not include any work in these communities.
- **Water Quality and Storm Water Runoff** – The Water Quality/Storm Water Report (Caltrans 2004) states that water quality would not be degraded by the proposed project, and there would be no increase in polluted storm water run-off. Best Management Practices (BMPs) would be incorporated to address soil erosion and/or sedimentation during construction.
- **Geology/Soils/Seismic/Topography** - The Preliminary Geotechnical Report (Caltrans 2004) states that there are no seismic concerns related to the proposed project as the nearest fault is approximately 7 km (4.3 mi) to the south. Soil types within the project area range from clay-loam to gravelly sandy loam; no impacts related to soil type are anticipated.
- **Paleontology** - The Preliminary Environmental Assessment Report (Caltrans 2002) indicated that paleontological studies were not applicable to the proposed project.

- **Air Quality** - The Air Quality report (Caltrans 2004) states that the project would not have a substantial impact on regional emissions. It is located in a federal attainment area for ozone and particulate matter and is exempt from regional analysis. In addition, since the project would not contribute to a decline in air quality, a carbon monoxide (CO) analysis was not required. Caltrans' Standard Specifications and Lake County Air Quality Management District Rule, Section 410 – Particulate Matter Emissions, would regulate temporary impacts during construction.
- **Noise** - The Noise Impact report (Caltrans 2004) states that since the proposed project does not include new through-traffic lanes or changes in the horizontal or vertical alignment, there would be no increase in traffic noise. The proposed project would comply with Caltrans' Standard Specifications Section 7-1.01I, Sound Control Requirements, for temporary impacts during construction. These requirements state that construction noise shall comply with applicable local, state and federal regulations.
- **Threatened and Endangered Species** – The Natural Environment Study (NES, Caltrans 2004) states that the proposed project would not impact any threatened and/or endangered species.
- **Cumulative Impacts** –The proposed project would not contribute to cumulative impacts to resources in the project area. Impacts to roadway drainage ditches would be temporary in nature, as the ditches would be replaced in-kind after roadway construction is complete. Impacts to oak trees would be mitigated through replacement planting within and adjacent to the project area. Impacts to riparian vegetation would be mitigated by replacement planting after completion of roadway construction (NES, VIA; Caltrans 2004).

2.1 Human Environment

2.1.1 Land Use

Affected Environment

Lake County is predominately rural, with agricultural uses and open space accounting for approximately 76% of existing land (General Plan Update Background Report, 2003). The majority of land within the project limits is zoned for agricultural use, with interspersed areas of single-family residential and to a lesser extent commercial uses (Robinson Rancheria Casino, Blue Star Gas Co.); Figure 2-1.

Figure 2-1. Land Use

Impacts

The proposed project would require the acquisition of strips of land from approximately 60 parcels adjacent to SR 20, resulting in a total acquisition of approximately 11.3 ha (28 ac). This acquisition would change land use from the current agricultural, residential and commercial to that of highway use. The project would not result in any residential or business relocations. The project is consistent with the Regional Transportation Plan and with the Circulation Element of the Lake County General Plan, which recognizes the importance of SR 20 as a traffic corridor. It is expected that traffic between the communities of Upper Lake and Nice will increase in the future, and the proposed project would provide necessary safety improvements to the highway facility.

Avoidance, Minimization and/or Mitigation Measures

Acquisition of property would be limited to that needed to accommodate the widened shoulders, utility relocations and new right of way. Property owners would be compensated the fair market value for any land or improvements acquired by the State.

2.1.2 Farmlands

The California Environmental Quality Act requires the review of projects that would convert California Land Conservation (Williamson) Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

Affected Environment

Since a majority of the land within the project limits is zoned for agricultural uses a Farmland Conversion Rating Form (AD 1006) was completed for the proposed project and sent to the Natural Resources Conservation Service (NRCS). The NRCS did not indicate that any prime, unique, or statewide or locally important farmland would be impacted within the project limits.

Of the approximately 62 parcels within the project limits, one 16.6 ha (41 ac) parcel is under California Land Conservation (Williamson) Act contract.

Impacts

The proposed project would require acquisition of approximately 0.15 ha (0.36 ac) from the one parcel that is under Williamson Act contract (Figure 2-2). In accordance with California Government Code Section 51291(b), notification was sent to the Department of Conservation and the Lake County Assessor's office regarding the possible acquisition of this property (See Chapter 3). However, according to California Government Code Section 51293(g), state highway projects are generally exempt from the Williamson Act provisions that prohibit location of public improvements in agricultural preserves.

The proposed project would not convert any prime agricultural land to non-agricultural use, nor would it impair agricultural productivity.

Avoidance, Minimization and/or Mitigation Measures

Acquisition of property adjacent to the existing highway would be limited to that needed to accommodate the widened shoulders, fill slopes, utility relocations and highway right of way. Impacts to agricultural land and/or the one Williamson Act parcel in the project limits would not require any mitigation.

2.1.3 Utilities/Emergency Services

Affected Environment

Within the project area, power poles that support overhead utility lines are located on both sides of the alignment approximately at the existing right of way line. A High voltage line crosses SR 20 near post mile 11.0. A pressurized sewer line, located on the eastbound shoulder between KP 15.1/15.7, crosses SR 20 at the intersection with Upper Lake Lucerne Road and continues on the westbound shoulder between KP 15.7/19.5. Underground telephone cables are located throughout the project limits along the right of way on the eastbound shoulder.

Impacts

To accommodate the proposed highway shoulder widening, it is expected that some utility poles and underground telephone cables would need to be relocated prior to actual roadway construction. Since the utilities are located next to the roadway, any impacts to resources would be included with those attributed to the shoulder widening. There are no anticipated impacts to the pressurized sewer line or the high voltage power line.

Figure 2-2. Williamson Parcel

Avoidance, Minimization and/or Mitigation Measures

It is expected that utility relocations would be accommodated within the proposed new right of way. Caltrans would coordinate relocation work with the various utility companies to ensure minimum disruption of service to customers in the area during project construction. Impacts to the pressurized sewer line and high voltage power line would be avoided.

2.1.4 Traffic and Transportation/Pedestrian and Bicycle Facilities

Affected Environment

State Route 20 between the communities of Upper Lake and Nice is a two-lane conventional highway and is classified as a Rural Minor Arterial with 3.6 m (12 ft) paved travel lanes and an average of 0.3 m (1 ft) shoulders. SR 20 links Lake County with the Route 101 corridor near Ukiah to the west and the I-5 corridor in the Sacramento Valley to the east. Average Daily Traffic (ADT) within the project limits for 2002 was 6,200 vehicles, with a Peak Hour of 680 vehicles. This section of SR 20 has no passing lanes or turnouts and minimal passing opportunities (Project Study Report, 2002).

Pedestrians and bicyclists are currently allowed to use the roadway shoulders within the project limits, though there are no official bicycle/pedestrian designations.

Impacts

It is expected that the accident rate within the project limits would decrease after construction of the proposed project, as the widened shoulders would provide room for errant vehicle recovery. This would provide a benefit to local and regional traffic and would improve the movement of goods and services in the area.

By providing widened shoulders, the proposed project would improve access for pedestrians and bicycles.

Avoidance, Minimization and/or Mitigation Measures

A Traffic Management Plan would be implemented to maintain the flow of vehicular traffic and allow passage of pedestrians and bicyclists during construction.

2.1.5 Visual/Aesthetics

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities." [CA Public Resources Code Section 21001(b)]

Affected Environment

The visual character within the project area is mostly agricultural with a mix of rural residences and associated outbuildings surrounded by large, open fields. To the south, views include wetlands, grasslands and rural development including residential, commercial, and agricultural uses. The Coast Range and Mt. Konocti are visible in the background. To the east, north, and west, the Coast Range dominates views in the mid- and background, and open space, residential, commercial and agricultural development is visible in the foreground adjacent to SR 20. Numerous cut slopes (some with a height of up to 20 feet) are present adjacent to SR 20.

Impacts

The project would not result in substantial impacts to the visual quality of the area. Roadside vegetation such as mature trees, shrubs and grasses would be removed prior to roadway construction. Existing 1:1 cut slopes would be flattened somewhat to 1:1.5, and fill slopes would be 1:2 or 1:4. The flatter slopes would improve the visual quality of the roadsides by creating a more natural contour and allowing more successful revegetation. Widened shoulders would improve visibility and site distance for the motorized and non-motorized traveling public, especially for turning on or off the highway from intersections and driveways.

Avoidance, Minimization and/or Mitigation Measures

Existing vegetation would be preserved where possible. Cut slopes would be rounded and contoured into the existing landscape where possible to give the slopes a more natural appearance. Mitigation for loss of riparian vegetation would be accomplished through replacement planting within the project area. Loss of oak trees would be mitigated by planting seedlings in or near the project area at a ratio of 1 seedling for each inch of diameter at breast height (DBH) removed.

2.1.6 Cultural Resources

Regulatory Setting

Caltrans must comply with federal and state historic preservation laws (summarized below), and archaeological studies conducted pursuant to these statutes are documented in a Historic Property Survey Report (HPSR) prepared by Caltrans. The term "cultural resources" as used in this document refers to historic and archaeological resources.

Cultural resources are protected under California law by the California Environmental Quality Act (CEQA) as well as Public Resources Code Section (PRC) 5024.1, which established the California Register of Historic Places. PRC Section 5024.5 requires state agencies to provide notice to, and to confer with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historic resources.

The National Historic Preservation Act (NHPA), as amended, sets forth national policy and procedures regarding "historic properties" -- that is, districts, sites, buildings, structures and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of NHPA requires federal agencies to consider the effects of their undertakings on such properties, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). Properties that are on or eligible for the National Register are automatically included in the California Register, and are considered historic resources for the purposes of CEQA.

The Archaeological Resources Protection Act (ARPA) protects archaeological resources on land owned by the United States or Indian tribes. ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Affected Environment

The Area of Potential Effects (APE) delineated for the proposed highway project includes the area within which direct or indirect effects could cause alterations in the character or use of any historic property, if present. Reasonably foreseeable direct effects (including all potential ground disturbing activities) associated with the project may occur within the existing and proposed right-of-way and Temporary Construction Easements (TCEs) and, for purposes of the current undertaking, this area is considered the Area of Direct Impacts (ADI). The archaeological APE (which is depicted in Figures 3a-q of the HPSR) includes the ADI, but also encompasses the

entire boundaries of sites CA-LAK-435 and -1253/H (discussed below), which partially extend into the ADI. The architectural APE encompasses all parcels containing built resources from which Caltrans would acquire new right-of-way.

In October 2004, Caltrans staff completed a HPSR, which contains detailed information on the various cultural resource studies completed for the project. Consultation and identification efforts resulted in the identification of three archaeological sites and eight architectural properties within the APE. These properties consist of: 1) one archaeological site (CA-LAK-1253/H) that was previously determined to be eligible for inclusion on the NRHP; 2) one archaeological site (CA-LAK-435) that will be considered to be eligible for inclusion on the NRHP for purposes of the current undertaking; 3) one architectural property (the Red Hill and Hillcrest Ranches) that is eligible for inclusion on the NRHP; 4) one archaeological site (P-17-002177) that is not eligible for inclusion on the NRHP; and 5) seven parcels containing buildings older than 50 years that are not eligible for inclusion on the NRHP. Concurrence from the State Historic Preservation Officer (SHPO) regarding these determinations is pending.

Properties that are Eligible for the NRHP and Represent Historical Resources for the Purposes of CEQA

Site CA-LAK-1253/H - This archaeological site, which lies within Robinson Rancheria tribal trust land adjacent to SR 20, was formally evaluated in conjunction with a proposed private development project in 1999. This previous study, which uncovered a flexed burial and a cremation during subsurface excavations, determined that the site is eligible for inclusion on the NRHP under 36CFR§60.4(d). The site, therefore, represents a historical resource for purposes of CEQA. The previous evaluation suggested that the portion of the site in proximity to the highway represents a marginal part of the site. Pacific Legacy, Inc., a private consultant, conducted subsurface testing within the ADI for the current undertaking on behalf of Caltrans after obtaining an ARPA permit from the Bureau of Indian Affairs. This testing confirmed that the ADI contains few cultural materials and no subsurface features were encountered (Attachment 3 of the HPSR). The ADI also contains a concrete foundation of a former barn built prior to 1934. The prehistoric and historic remains within the ADI do not possess characteristics that would qualify them for inclusion on the NRHP and do not contribute to the overall eligibility of the site. An Environmentally Sensitive Area (ESA) would be established around the portion of

CA-LAK-1253/H outside of the ADI to minimize the potential for inadvertent damage during construction.

The Red Hill and Hillcrest Ranches - These ranch complexes, which were once part of a single ranch developed by William O. Edmands, are eligible for inclusion on the NRHP under 36CFR§60.4(a) and (c) [Attachment 2 of the HPSR]. The ranches also represent historical resources for purposes of CEQA. While not the earliest ranches developed in Lake County, they are associated with a significant period in the development of agriculture in the Clear Lake region involving experimentation in wine grapes, olives, and hops. The Edmands family is associated with important reclamation projects on the northwest side of Clear Lake and both ranch complexes retain the most important buildings associated with this family. The overall integrity of the ranches still remains, and the architecture is in many ways unique for Lake County, since both ranches embody design elements that are perhaps evocative of the East Coast.

Property Considered Eligible for the Purposes of the Proposed Project

Site CA-LAK-435 - This prehistoric archaeological site extends along Caltrans right-of-way and private lands on both sides of SR 20. The site was partly excavated in the 1970s, but was never formally evaluated for NRHP eligibility. Previous excavations uncovered a potentially significant cultural deposit within the right-of-way that contained a diverse assemblage and a lens of midden. Subsurface testing for the current undertaking found that the portion of the site in the ADI is severely altered and virtually no trace of the deposit excavated in the 1970s remains in this area (Attachment 3 of the HPSR). The portion of the site within the ADI would not contribute towards the potential NRHP eligibility of CA-LAK-435 should it ever be determined eligible. The area outside of the ADI was not formally evaluated for NRHP or California Register eligibility; however, the site as a whole would be considered eligible for inclusion on the NRHP for purposes of this specific undertaking. An ESA would be established around the portion of the site outside the ADI to minimize the potential for inadvertent damage during construction.

Properties not Eligible for the National Register or California Register

Site P-17-002177. This historic archaeological site, which consists of a concrete foundation, lacks specific associations and is not eligible for inclusion on the NRHP under any criteria listed at 36CFR§60.4; nor does it represent a historical resource for purposes of CEQA (Attachment 4 of the HPSR).

Seven additional parcels within the project limits contain buildings older than 50 years. None of these buildings are eligible for the NRHP under any criteria due to a lack of association with important persons or events, an absence of distinguishing characteristics, and a loss of physical integrity (Attachment 2 of the HPSR). In addition, these properties do not represent historical resources for purposes of CEQA.

Impacts

Direct project effects would be confined to the ADI, which consists of the existing and proposed right-of-way and potential TCEs. Portions of two archaeological sites (CA-LAK-435 and –1253/H) that are eligible or would be considered eligible for inclusion on the NRHP are within the ADI and may suffer physical damage or destruction. Most of the effects would be due to cut and fill activities needed for shoulder widening. However, the effects would not be adverse since those portions of the sites within the ADI do not contain data that contribute toward eligibility (or potential eligibility) of either site. In addition, conditions would be imposed to protect these sites against inadvertent damage during construction as detailed in the Finding of No Adverse Effect/ESA Action Plan (Attachment 5 of the HPSR).

The proposed project would not directly affect any of the buildings associated with the Red Hill/Hillcrest Ranches, though the potential exists for affects to the surrounding property through acquisition of new right-of-way, creation of new cut and fill areas and widening of shoulders along SR 20. The property and setting of the ranches has been subjected to numerous alterations over time, including construction of SR 20, subdivision, and construction of new buildings. The shoulder-widening project would not alter the primary characteristics that make the property significant, and the indirect effects would not be considered adverse.

SHPO concurrence on a *Finding of No Adverse Effect* for the undertaking, pursuant to 36CFR§800.5(b) and (d)(1), is pending. Additionally, representatives of local Native American groups were contacted in conjunction with the archaeological studies. These contacts included meetings with representatives of the Robinson Rancheria of Pomo Indians (Attachment 6 of the HPSR). Their main concern relates to site CA-LAK-1253/H, which is on tribal trust land. Previous subsurface excavation within the site uncovered burials, and tribal representatives requested that they be notified immediately if any human bone is encountered during project construction.

Avoidance, Minimization and/or Mitigation Measures

As described above, identification and evaluation efforts indicate that a *Finding of No Adverse Effect* is appropriate, pursuant to 36CFR§800.5(b) and (d)(1). With respect to CEQA, the proposed project would result in *No Substantial Adverse Change* to cultural resources, because the impacts to historical resources would be mitigated below the level of significant impact by implementing the Secretary of the Interior's Standards for the Treatment of Historic Properties, pursuant to CEQA Guidelines §15064.5(b)(3). These standards include in-place preservation whereby a plan is developed prior to construction to avoid impacts. An ESA Action Plan (Attachment 5, HPSR) has been developed for this specific undertaking, and would include establishment of ESAs around those portions of sites CA-LAK-435 and –1253/H outside of the ADI to protect these areas from inadvertent damage during construction.

It is Caltrans policy that if cultural materials are discovered during construction, all earth moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that disturbances and activities shall cease. The County Coroner must be notified of the find immediately so that he/she may ascertain the origin. Pursuant to Public Resources Code Section 5097.98 if the remains are thought to be Native American, then the coroner will notify the Native American Heritage Commission (NAHC) who designates a Most Likely Descendent to make recommendations to Caltrans on the treatment of the remains and any associated grave goods.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Affected Environment

Clear Lake and the majority of its tributaries have a long history of flooding. State Route (SR) 20 within the project limits is located approximately 1.6 km (1 mi) east of Middle Creek, a principal tributary to Clear Lake. Adjacent terrain is low-lying agricultural land with dispersed homesteads and agricultural support buildings. The combination of both Scotts Creek and Clover Creek joining with Middle Creek, along with Clear Lake being located approximately 4.8 km (3 mi) downstream has been cause for historic flooding of the surrounding lands.

Middle Creek is classified as a Regulatory Floodway by the Federal Emergency Management Agency (FEMA), and therefore has been the subject of a detailed Flood Insurance Study. SR 20 in the project area is adjacent to the 100-year floodplain fringe except between approximately KP 15.8 to 16.1 (PM 9.85 to 10.0) where the route is within the 100-year floodplain.

In 1967, the US Army Corps of Engineers (USACOE) constructed the Middle Creek Improvement Project, which included construction of a series of levees and channel modifications to improve the creek capacity and protect the town of Upper Lake and surrounding lands (including the majority of SR 20) from 100-year flood waters. Currently, Lake County and the USACOE are working on design for the "Middle Creek Flood Reduction and Ecosystem Restoration Project" which proposes to reduce maintenance costs of the levee system, restore wetlands, and reduce sediment flow into Clear Lake. This project would require raising the elevation of SR 20 out of the 100-year floodplain between KP 15.8 to 16.1 (PM 9.85 and 10.0). Caltrans has been working with the USACOE and Lake County to ensure that the proposed restoration project and the proposed highway improvement project would not conflict with each other.

Impacts

Placement of fill material for the proposed project would result in minimal encroachment into the 100-year floodplain fringe, and it is anticipated that the subsequent affects to the base flood elevation would not be substantial. It is expected that the proposed work would have no impact on development in the base floodplain, since the culverts are in rural areas with limited housing, and the streams are predominately located adjacent to open fields (Floodplain Report, Caltrans 2004).

Avoidance, Minimization and/or Mitigation Measures

Natural and beneficial floodplain values would be preserved and/or restored by implementation of water quality permit conditions. Impacts during construction would be minimized through implementation of Caltrans' Water Quality Best Management Practices (BMPs).

2.2.2 Hazardous Waste Materials

Affected Environment

Land within the proposed project limits is not listed on the current Hazardous Waste and Substances Site List (Updated Initial Site Assessment, 2004). However, the project is located in an area with the potential for Naturally Occurring Asbestos

(NOA) in the soil. A Site Investigation would be conducted prior to any ground disturbance to determine the presence/absence of NOA.

Structures within the project limits could contain hazardous substances such as asbestos containing materials (ACM), lead-based paint (LBP), mercury in light fixtures and thermostats, and polychlorinated biphenyls (PCBs) in fluorescent light fixtures. If final project design indicates that any structures would be acquired or demolished as part of project construction, surveys would be conducted to determine presence/absence of these potentially hazardous substances. Yellow thermoplastic stripe, which can contain lead-based paint, is present on the SR 20-roadway surface within the project limits. If this material would be removed from the pavement surface as a separate operation, it could be considered hazardous waste and appropriate safe work practices and disposal methods would be required.

Impacts

A Site Investigation would determine if NOA were present within the project limits and whether construction activities that disturb the soil could cause this material to become airborne, where it could pose a health risk.

Final project design would determine if any structures within the project limits would be acquired/demolished, and whether consideration would need to be given to potential hazardous substances contained in those structure(s).
If yellow thermoplastic stripe would be removed from the pavement surface as a separate operation, it could be considered hazardous waste and appropriate safe work practices and disposal methods would be required.

Avoidance, Minimization and/or Mitigation Measures

If the Site Investigation reveals NOA within the project limits, airborne asbestos control measures as outlined in Title 17 of the California Code of Regulations (CCR) would be included in the construction contract.

If final project design determines that any structures would be acquired/demolished as part of project construction, certified personnel would conduct surveys to determine the presence/absence of ACM, LBP and/or PCBs. If any of these substances were found, attention to safe work practices and proper disposal would be necessary.

If yellow thermoplastic stripe would be ground-up and removed with pavement grindings and as such de-concentrated, it would not be considered hazardous waste.

If, however, it would be removed by itself from the pavement surface such as by grinding or sand blasting, attention to safe work practices and disposal would be necessary as specified by Caltrans' Standard Special Provisions.

2.3 Biological Environment

A list of sensitive species that could be present in the project study area was developed using the following information:

- California Natural Diversity Data Base (2003, 2004; 5-mile radius around the project study area),
- U.S. Fish and Wildlife Service List of Threatened and Endangered species (Upper Lake and Bartlett Mt. 7.5' quadrangle, April 2004),
- California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California.

Since impacts to biological resources could extend beyond the footprint of the project, a biological study area was utilized for surveys and impact assessment. Field surveys were conducted to inventory resources in the biological study area, determine the presence/absence of sensitive biological resources and to assess potential impacts as a result of the proposed project. Caltrans Biologists conducted all biological surveys.

2.3.1 Animal Species

Wildlife surveys were performed in conjunction with botanical surveys and consisted of visual observations of species in the biological study area. Trees were inspected for evidence of nesting activity. Focused surveys of drainage ditches and ephemeral drains for evidence of pond turtles and amphibian species were also conducted on February 20, April 28 and May 25, 2004.

Affected Environment

Several state species of concern are either known to occur in the general vicinity of the project, were observed in the study area, or the project study area was found to provide suitable habitat for these species. These species include tricolor blackbird (*Agelaius tricolor*), a great blue heron (*Ardea herodias*) rookery, bald eagle (*Haliaeetus leucocephalus*), white-tailed kite (*Elanus leucurus*), osprey (*Pandion haliaetus*), a double-breasted cormorant (*Phalacrocorax auritus*) rookery,

Northwestern pond turtle (*Clemmys marmorata marmorata*), Pacific western big-eared bat (*Corynorhinus townsendii townsendii*), and long-eared myotis bat (*Myotis evotis*).

Impacts

Great blue heron, tricolor blackbird, bald eagle, osprey, and double-crested cormorant are known to either forage or nest in the vicinity of Rodman Slough. However, the 1-mile or greater distance from the project area to Rodman Slough provides an adequate buffer to prevent impacts to these species.

White-tailed kite was observed in the project area, but field surveys did not locate a nest. Construction related disturbance such as noise and the presence of roadway equipment could deter foraging in the adjacent fields. However, since there is an abundance of foraging habitat in the project vicinity, this temporary disturbance would not be considered significant.

Grading activities associated with filling/relocation of the drainage ditches and culvert extensions could impact Northwestern pond turtle, particularly if these activities take place when turtles are hibernating, November 1 to April 30.

No structures that provide potential roosting habitat for Pacific western big-eared bat would be demolished for the proposed project. It is not likely that foraging activity, if present in the study area, would be disrupted by construction since this would occur during the daytime hours and bats forage at night. Therefore, it is not likely that this species, if present in the project area, would be impacted by the project.

Loss of trees associated with clearing and grubbing operations could result in the loss of roosting sites for long-eared myotis bat, if present in the project area. Since the trees would be removed during daytime hours, roosting bats could have difficulty escaping. Therefore, there is the potential for impact to this species. Foraging would not likely be disrupted by construction activities since this would occur during the daytime hours and bats forage at night.

Avoidance, Minimization and/or Mitigation Measures

Bird species – The Migratory Bird Treaty Act (MTBA) protects most native North American birds, their active nests and eggs from disturbance or destruction. To ensure compliance with the MBTA, a pre-construction survey would be conducted to confirm there are no active nests in the project area that might be disturbed by construction. If an active nest were located, Caltrans would coordinate with CDFG

and USFWS on how to proceed. Work would not proceed until any issues were resolved to the satisfaction of all parties.

Northwestern pond turtle - Work involving the drainage ditches and ephemeral drains within the project limits would occur during the turtle's active period, May 1st to October 31st. Prior to the start of ground disturbing activities, a Caltrans biologist would conduct surveys to determine presence/absence of nests or turtles in these areas. If turtles were encountered they would be moved to a suitable location outside the project area. If a nest were encountered, Caltrans would coordinate with CDFG on how to proceed.

Long-eared myotis bat – Mitigation for loss of oak trees/oak woodland habitat would help to offset the loss of potential roosting sites. All trees would be inspected for bat use in conjunction with the pre-construction survey for nesting birds. If a day-roost were discovered, all reasonable efforts would be made to avoid tree removal while bats occupy the tree. If a maternity roost were discovered, Caltrans would coordinate with CDFG on how to proceed. Removal of a maternity tree would be delayed until the young are able to fly.

2.3.2 Plant Species

Botanical surveys followed the floristic survey protocol recommended by the CDFG (1984) and Nelson (1987) to locate and identify sensitive plant species growing within the biological study area. Survey schedules to identify special status plants were determined based on the known blooming periods of these target species. Field surveys were accomplished by one or two biologists walking wandering transects within the project study area. Survey were conducted on July 2 and 7, 2003; March 29, April 15 and 28, May 25 and June 29, 2004.

Senate Concurrent Resolution No. 17 directs all state agencies to preserve and protect native oak woodlands to the maximum extent feasible, or provide replacement plantings where blue oak, valley oak or Engleman oak is removed from oak woodlands.

Affected Environment

No special status plants were identified within the project limits. Blue and valley oaks are growing in the proposed right of way either as a single tree or, more commonly, as a small cluster of trees, isolated by the roadway and the various agricultural, commercial and residential developments.

Impacts

Approximately 170 mostly blue but also valley oak trees would be removed from the proposed right of way to accommodate the wider roadway and associated cut/fill slopes. These trees comprise approximately 1.0 ha (2.5 ac) of habitat and have a collective dbh of approximately 28.9 m (1136 in).

Avoidance, Minimization and/or Mitigation Measures

Removal of oak trees would be minimized to the greatest extent possible. All trees that can be avoided would be identified as ESAs on project plans, and protected with orange mesh fencing or flagging during project construction. Fencing/flagging would be done as a first order of work.

Mitigation for oak trees that would be damaged or removed during construction would include a combination of on-site and off-site planting. Where there is adequate right of way and suitable soil, acorns would be planted on-site. The balance of the mitigation would occur off-site, either as replacement plantings or as preservation of existing habitat, or some combination of the two. Replacement planting is typically based on an inch per inch replacement ratio. Preservation is typically based on a 1:3 ratio. This means that a total of 1136 oak seedlings would be propagated, or up to 3.0 ha (7.5 ac) of habitat would be preserved, or planting and preservation would be some combination of the two options.

Mitigation plantings would use locally collected acorns. Soil amendments and mulch would be used in the planting areas. Maintenance in the form of weeding and irrigation would occur for minimum of 3 years, and success criteria would be a minimum of 80 percent survival at the end of three years and two consecutive years without intervention.

Preservation of existing habitat would occur in an area that is contiguous to other protected habitats as opposed to a small isolated parcel. Preservation would be in perpetuity. The method for accomplishing this would be determined once a parcel had been identified.

2.3.3 Wetlands and Other Waters

Wetland delineation followed the methodology set forth in the U.S. Army Corps of Engineer's (USACOE) 1987 Wetland Delineation Manual. The fieldwork was combined with botanical surveys, and was conducted on the following days: April 1, 15 and 28; May18 and 25; and June 29, 2004.

Affected Environment

Prior to agricultural reclamation efforts, the land west of SR 20 was part of historic Robinson Lake and its associated wetlands. According to the USACOE draft EIS/EIR for their proposed Middle Creek Restoration project, agricultural reclamation efforts have significantly reduced the amount of wetland habitat. What little wetlands remain are mostly confined to the irrigation and drainage ditches and small ponds near pumping stations. Wetland delineation efforts associated with this project supported this assessment.

All areas within the project limits that were suspected of meeting the definition of a wetland were investigated and a delineation of wetlands and Waters of the U.S. was completed. This delineation has been submitted to the USACOE for verification. Areas that delineated as wetlands included drainage ditches, low spots associated with culvert outlets, and the ephemeral creek at the north end of the project limits. Functions and values associated with the drainage ditches include wildlife habitat and flood attenuation. Three ephemeral streams delineated as non-wetland waters of the U.S. Numerous smaller ditches that drain residential parcels, parking lots, driveways or county roads were mapped as non-wetland ditches excavated in dry land. The farmed grasslands and pastures adjacent to SR 20 did not delineate as jurisdictional wetlands based on the USACOE 1987 methodology, due to lack of appropriate hydrology during the growing season.

Impacts

A total of 0.149 ha (0.37 ac) of wetlands would be directly or indirectly impacted. Of this, 0.147 ha (0.36 ac) are associated with relocation of a drainage ditch. Portions of the ditch would be filled and re-constructed on the east side of SR 20 near PM 10.2. Although only a portion of the ditch would be filled, it is assumed that this entire section of ditch would be either directly or indirectly impacted. This impact would be temporary, as the ditch would be replaced in-kind after roadway construction. In addition, 0.08 ha (0.2 ac) of riparian vegetation (Fremont's cottonwoods, narrow-leaf willow Himalayan blackberry, wild rose and poison oak) associated with the ditch would be removed.

In addition to the drainage ditch, 0.004 ha (0.01 ac) of seasonal wetland delineated at two culvert outlets would be filled. This impact would result from culvert extensions and extending the toe of the fill slope for shoulder widening. This work would also impact 0.03 ha (0.08 ac) of non-wetland Waters of the U.S at three ephemeral streams.

Avoidance, Minimization and/or Mitigation Measures

The relocated drainage ditch would be reconstructed in-kind after roadway construction to ensure no net loss of wetlands. The banks of the ditch would be hydro-seeded with a mixture of appropriate native grasses and forbs for permanent erosion control. The filling and reconstruction of the ditch would be accomplished in one season so that temporal impacts would be minor.

Replacement planting of riparian vegetation would occur along the banks of the reconstructed ditch if there were sufficient room. Otherwise, this would occur at a suitable location elsewhere within the SR 20 right-of-way or in the project vicinity. A mitigation plan would be prepared as part of the permitting process and would include review and approval of the permitting agencies.

The remaining wetland ditches, the ephemeral drainage at the north end of the project, and the associated riparian vegetation would be protected as ESAs for the duration of project construction. These areas would be identified on project plans and protective fencing would be placed as a first order of work. The project's Special Provisions would instruct that there would be no encroachment into or disturbance of these areas throughout project construction.

To offset the impact to non-wetland waters associated with the culvert extensions, the channel area around the inlet and outlets would be enlarged. The channel beds would be returned to their pre-construction grade/contour to the greatest extent possible.

Chapter 3 Comments and Coordination

Agency consultation and public participation for this project have been accomplished through a variety of methods, including project development team meetings, interagency coordination meetings, a public workshop, and written correspondence. This chapter summarizes the results of Caltrans' efforts to fully identify, address and resolve project-related issues through early and continuing coordination. Copies of pertinent correspondence are included at the end of this chapter.

Public Outreach

A public open house was held on October 3, 2002 at the Bachelor Valley Grange Hall in Upper Lake. In attendance were members of the nearby communities, employees of Lake county, and Caltrans representatives.

The Lake County Museum and Lake County Historical Society were contacted regarding any information or concerns related to potential historic resources within the project area; no replies were received.

This Initial Study with Proposed Mitigated Negative Declaration will be available for public and agency review and comment for 30 days. It is anticipated that a public workshop will be held during this 30-day period. Comments received during this period will be considered prior to approval of the project.

Tribal Coordination

Contact with representatives of local Native American groups, based on a contact list provided by the Native American Heritage Commission, consisted of a series of letters and phone conversations. In addition, on-site meetings were held between Caltrans archaeologists, Pacific Legacy, Inc. staff (archaeological contractor), and representatives of the Robinson Rancheria of Pomo Indians.

Caltrans representatives attended a meeting with representatives from the Robinson Rancheria of Pomo Indians on April 18, 2002 at the Rancheria, which is located adjacent to SR 20 within the project limits. Coordination with Robinson Rancheria personnel has continued throughout the Phase I and II archaeological studies on Rancheria property, as well as throughout the project development process in general.

Resource Agency Coordination

The CDFG, Lake County Unit was contacted for information on sensitive species, and specific concerns that they may have about the project. They requested that at least a portion of the oak mitigation occur on-site.

The USACOE has been contacted regarding verification of the wetland delineation.

Other Approvals

Caltrans has submitted (through the FHWA) a request for a Finding of No Adverse Effect to Historic Properties to the SHPO; a response is pending.

In accordance with California Government Code Section 51291(b), notification was sent to the Department of Conservation and the Lake County Assessor's office regarding the possible acquisition of property from one parcel that is under Williamson Act contract.

Robinson Rancheria
Environmental Center
1545 E. Highway 20 • P.O. Box 1580 • Nice, California 95464
Phone (707) 275-0205 • Fax (707) 275-0470

April 18, 2002

Caltrans & Robinson Rancheria Meeting

TOPICS TO BE DISCUSSED:

1. Caltrans District 1 Project Development Transportation meeting held on January 8, 2002
2. Proposed westbound deceleration lane into Rancheria (Pomo Way)
3. Encroachment permits for lights poles installed on HWY 20 near entry into Rancheria.
4. Encroachment permit for removing oak trees in casino parking area on HWY 20 near entry into Rancheria.
5. Widening HWY 20 for pedestrian and bicycle lane (safety reasons)
6. Creating a middle lane on HWY 20 for left turns to ease traffic congestion during big events held on the Rancheria.

OTHER TOPICS:

Robinson Rancheria
Environmental Center
1545 E. Highway 20 • P.O. Box 1580 • Nice, California 95464
Phone (707) 275-0205 • Fax (707) 275-0470

July 1, 2003

Bill Walker
Right of Way Department
Department of Transportation
District 3
P.O. Box 911
Marysville, Ca 95901

Mr. Walker

When entering the following APN's in Lake County please be aware that areas of the land is in Federal Trust and own by Robinson Rancheria of Pomo Indians:

EA 01-43260 **APN:** 004-016-43-00
004-021-08-00
004-021-15-00
004-021-34-00
004-021-35-00
004-021-36-00
004-021-39-00
004-021-40-00
Add → 201-014-04-00

To assist you and your crews we request that they stop by the Robinson Environmental Center before crews encroach onto parcels. 1645 East Highway 20, Nice Ca 95464 (707) 275-0205 or (707) 275-2227. Please contact Aaron L. T-Holstine Transportation Planner for general questions. For other questions please contact Robert Quititquit, Environmental Manager. At same phone numbers above.

Thank you,

Aaron L. T-Holstine
Transportation Planner
Robinson Rancheria Environmental Center

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4498
FAX (530) 741-4457
TTY (530) 741-4509

Flex your power!
Be energy efficient!

October 8, 2004

Mr. Gene K. Fong, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Attention: Lanh Phan
Region Nine, California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

01-LAK-20
K.P. 15.13-19.47
P.M. 9.40-12.10
EA 01-432600

Re: Eligibility Determinations and Finding of Effect for the State Route 20 Safety Project, Lake County, California; 01-LAK-20, K.P. 15.13-19.47 (P.M. 9.40-12.10).

Dear Mr. Fong:

The California Department of Transportation (Caltrans), District 3/North Region, proposes to improve safety along State Route (SR) 20 from approximately 1.70 km (1.10 mile) east of the SR 20/29 intersection near the community of Upper Lake to 0.20 km (0.12) west of the Nice/Lucerne Cutoff in Lake County, California. The proposed project will widen shoulders on both sides of the highway by 1.20 or 2.40 m (3.94 or 7.87 ft), construct ground-in rumble strips or raised profile thermoplastic on centerline and shoulders, extend drainage structures, pave private driveways to the right-of-way limits, upgrade local road approaches, and provide an aggregate concrete overlay. The project requires acquisition of new right-of-way and temporary construction easements (TCEs). Approximately 64 parcels may be affected by the project, including Trust Land held by the United States government for the Robinson Rancheria of Pomo Indians.

The enclosed *Historic Property Survey Report* (HPSR) documents compliance with three requirements under Section 106 of the National Historic Preservation Act: (1) determination of the Area of Potential Effects (APE); (2) identification of potential historic properties within the undertaking's APE; and (3) evaluation of these properties for eligibility to the National Register of Historic Places (NRHP). Reasonably foreseeable direct effects (including all potential ground disturbing activities) associated with the project may occur within the existing and proposed right-of-way and TCEs and, for purposes of the current undertaking, this area will be considered the Area of Direct Impacts (ADI). The archaeological APE (which is depicted in Figures 3a-q of the HPSR) includes the ADI, but also encompasses the entire boundaries of any archaeological site that is partially within the ADI. The architectural APE

encompasses all parcels containing built resources from which right-of-way will be acquired.

Consultation and identification efforts resulted in the identification of three archaeological sites and eight architectural properties within the APE. These properties consist of:

- archaeological site CA-LAK-435
- archaeological site CA-LAK-1253/H
- archaeological site P-17-002177
- Red Hill and Hillcrest Ranches (APN 004-021-18, -19, and -38; 201-010-5, -6, -7, -8, -14, and -15)
- 830 Old Lucerne Road (APN 004-010-14)
- 885 E. Highway 20 (APN 004-010-08)
- 920 E. Highway 20 (APN 004-010-25)
- 935 E. Highway 20 (APN 004-010-10)
- 1370 Reclamation Cutoff Road (APN 004-016-24)
- 1400 E. Highway 20 (APN 004-016-21)
- 1720 E. Highway 20 (APN 004-021-16)

While site CA-LAK-435 was partly excavated in the 1970s, it was never formally evaluated for NRHP eligibility. Previous excavations uncovered a potentially significant cultural deposit within the right-of-way that contained a diverse assemblage and a lens of midden. Subsurface testing for the current undertaking found that the portion of the site in the ADI is severely altered and virtually no trace of the deposit excavated in the 1970s remains in this area (Attachment 3 of the HPSR). The portion of the site within the ADI would not contribute towards the potential NRHP eligibility of CA-LAK-435 should it ever be determined eligible. The area outside of the ADI was not formally evaluated; however, the site as a whole will be considered eligible for inclusion on the NRHP for purposes of this specific undertaking. An Environmentally Sensitive Area (ESA) will be established around the portion of the site outside the ADI to minimize the potential for inadvertent damage during construction.

Site CA-LAK1253/H, which lies within the right-of-way and Trust Land, was formally evaluated for a non-Caltrans project in 1999. This previous study, which uncovered a flexed burial and a cremation during subsurface excavations, determined that the site was eligible for inclusion on the NRHP under 36CFR§60.4(d). The previous evaluation suggested that portion of the site in proximity to the highway represents a marginal part of the site, and subsurface testing for the current undertaking confirmed that the ADI contains few cultural materials and no subsurface features (Attachment 3 of the HPSR). The ADI also contains a concrete foundation of a former barn built prior to 1934. The prehistoric and historic remains within the ADI do not possess

characteristics that would qualify them for inclusion on the NRHP and do not contribute to the overall eligibility of the site. An ESA will be established around the portion of CA-LAK-1253/H outside of the ADI to minimize the potential for inadvertent damage during construction.

Historic archaeological site P-17-002177, which consists of a concrete foundation that lacks specific associations, is not eligible for inclusion on the NRHP under any criteria listed at 36CFR§60.4 (Attachment 4 of the HPSR).

The Red Hill and Hillcrest Ranches, which were once part of a single ranch developed by William O. Edmands, are eligible for inclusion on the NRHP under 36CFR§60.4(a) and (c) [Attachment 2 of the HPSR]. While not the earliest ranches developed in Lake County, the ranches are associated with a significant period in the development of agriculture in the Clear Lake region involving experimentation in wine grapes, olives, and hops. The Edmands family is associated with important reclamation projects on the northwest side of Clear Lake and both ranch complexes retain the most important buildings associated with this family. The architecture of the two properties in many ways is unique for Lake County, since both ranches embody design elements that are perhaps evocative of the east coast.

The remaining seven architectural properties are not eligible for the NRHP under any criteria due to a lack of association with important persons or events, an absence of distinguishing characteristics, and a loss of physical integrity (Attachment 2 of the HPSR).

Caltrans requests SHPO concurrence with the following eligibility determinations:

1). Site P-17-002177 is not eligible for inclusion on the NRHP;
2). The portions of sites CA-LAK-435 and 1253/H within the ADI are not eligible for inclusion on the NRHP, and would not contribute towards the eligibility (or potential eligibility) of the sites as a whole;
3). The Red Hill/Hillcrest Ranches are eligible for NRHP listing; and
4). None of the following properties are eligible for inclusion on the NRHP:
   - 830 Old Lucerne Road (APN 004-010-14)
   - 885 E. Highway 20 (APN 004-010-08)
   - 920 E. Highway 20 (APN 004-010-25)
   - 935 E. Highway 20 (APN 004-010-10)
   - 1370 Reclamation Cutoff Road (APN 004-016-24)
   - 1400 E. Highway 20 (APN 004-016-21)
   - 1720 E. Highway 20 (APN 004-021-16)

Pending concurrence regarding these determinations, Caltrans requests concurrence with a *Finding of No Adverse Effect*, pursuant to 36CFR§800.5(b) and (d)(1), as documented in the enclosed HPSR. Concurrence from SHPO is also sought regarding the adequacy of the APE and level of efforts, pursuant to 36CFR§800.4(a)(1) and (b)(1). Lastly, an expedited review of the enclosed documentation is requested from the SHPO, as allowed by 36CFR§800.3(g).

Please contact Jeff Haney, Associate Environmental Planner (Archaeology), at (530) 741-7114 if you have any questions regarding this document.

Sincerely,

Susan D. Bauer

for JEAN L. BAKER, Chief
Environmental Management, M2 Branch

Attachment: HPSR for the SR 20 Safety Project, Volumes 1 and 2

cc: Sue Bauer, Project Coordinator
Mr. Anthony Duncan, CRM/NAGPRA Programs Director, Robinson Rancheria of Pomo Indians
Diana Hersey, Robinson Rancheria Water Resources Manager, Robinson Rancheria of Pomo Indians
Project files

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
November 3, 2004

IN REPLY REFER TO
HDA-CA
File #: 01-LAK-20
K.P. 15.13/19.47
P.M. 9.40/12.10
EA 01-432600
Document #: P50983

CERTIFIED RETURN RECEIPT REQUESTED: #7003 1680 0002 3834 0940

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA), is proposing to improve safety along State Route (SR) 20 from approximately 1.70 km (1.10 mile) east of the SR 20/29 intersection near the community of Upper Lake to 0.20 km (0.12 mile) west of the Nice/Lucerne Cutoff in Lake County, California. The proposed project will widen shoulders on both sides of the highway by 1.20 or 2.40 m (4 ft or 8 ft), construct ground-in rumble strips or raised profile thermoplastic on centerline and shoulders, extend drainage structures, pave private driveways to the right-of-way limits, upgrade local road approaches, and provide an asphalt concrete overlay. The project requires acquisition of new right-of-way and temporary construction easements (TCEs). Approximately 64 parcels may be affected by the project, including Trust Land held by the United States Government for the Robinson Rancheria of Pomo Indians.

Enclosed, for your review, is one copy of a Historic Property Survey Report (HPSR) for the proposed project. The HPSR includes Area of Potential Effects (APE), Native American Consultation, and six attachments including Archaeological Survey Report (ASR), Historic Resources Evaluation Report (HRER), Phase II Archaeological Investigation at Prehistoric Sites CA-LAK-435 and CA-LAK-1253/H, Letter Report, Finding of No Adverse Effect, and additional supporting documentation.

The ASR identifies two previously recorded prehistoric archaeological sites (CA-LAK-435 and CA-LAK-1253/H), and one newly discovered historic archaeological site (P-17-002177) within the archaeological APE. We have determined that the portions of sites CA-LAK-435 and 1253/H within the Area of Direct Impact (ADI) and site P-17-002177 are not eligible for inclusion on the National Register of Historic Places (NRHP). The ADI consists of the existing and proposed right-of-way, and the TCEs.

The HRER identifies Red Hill Ranch and Hillcrest Ranch within the architectural APE. These properties were formally evaluated for eligibility for listing on the NRHP. We have determined that both Red Hill and Hillcrest Ranches are eligible for inclusion in the NRHP under Criterion A and C.

The HRER also identifies seven properties containing buildings older than 50 years within the architectural APE. All buildings within these properties were evaluated for eligibility for listing on the NRHP. We have determined that none are eligible for inclusion in the NRHP.

The FHWA requests your concurrence with our determination that:

- The Red Hill and Hill Crest Ranches are eligible for NRHP listing;
- The portion of sites CA-LAK-435 and CA-LAK-1253/H within the ADI are not eligible for inclusion on the NRHP, and would not contribute towards the eligibility (or potential eligibility) of the sites as a whole;
- The Site P-17-002177, and the seven properties containing buildings older than 50 years are not eligible for inclusion on the NRHP;
- Finding of No Adverse Effect for the proposed undertaking is appropriate, pursuant to 36 CFR 800.5(b) and (d)(1); and
- The APE and level of effort are adequate, pursuant to 36 CFR 800.4(a)(1) and (b)(1).

If you have questions, please contact Lanh Phan at (916) 498-5046, or Gary Sweeten at (916) 498-5128.

Sincerely,

/s/Lanh Phan

For
Gene K. Fong
Division Administrator

Enclosures

cc: (E-mail/without Enclosure):
Gary Winters, Caltrans HQ
Denise O'Connor, Caltrans HQ
Jill Hupp, Caltrans HQ
John Webb, Caltrans D-3
Jean Baker, Caltrans D-3
Sue Bauer, Caltrans D-3
Jeff Haney, Caltrans D-3
Joan Bollman, FHWA
Stephanie Stoermer, FHWA
Gary Sweeten, FHWA
Lanh Phan, FHWA

LPhan/ds

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4498
FAX (530) 741-4457
TTY (530) 741-4509

Flex your power!
Be energy efficient!

September 7, 2004

Mr. Dennis O'Bryant, Acting Assistant Director
California Department of Conservation
Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814-3528

Dear Mr. O'Bryant:

In accordance with California Government Code Section 51291(b), this letter is to serve as notification of the possible acquisition of California Land Conservation (Williamson) Act contracted land for a highway improvement project in Lake County. The project proposes to widen the shoulders on State Route 20 to 2.4 m (8 ft) between the communities of Upper Lake and Nice. The project would include upgrading public and private road approaches and extending/upgrading culverts as needed. The purpose of the project is to improve safety along this section of State Route 20.

As a result of coordination with the Lake County Assessor's Office, it appears that one parcel within the project limits, APN 004-010-04, is registered under the Williamson Act. Acquisition of a 0.36 ac (approx.) strip of land adjacent to the highway would be required from this 41.0 ac parcel.

As to the explanation of preliminary consideration of Government Code Section 51292, this is a State highway project determined to be exempt from this requirement under Section 51293(g). In accordance with Section 51291(e) of the Government Code, notices and findings regarding Williamson Act parcels will also be contained within the CEQA document prepared by this office for the project.

Enclosed for your review are the following items:

- Project location map
- Layout showing proposed acquisition
- Copy of the Williamson Act contract for APN 004-010-04

If your office has not contacted us within 30 days from the receipt of this letter, we will assume you have no comments or concerns regarding this proposed acquisition. Please contact Sue Bauer by phone at (530) 741-7113 or e-mail at sue_bauer@dot.ca.gov if you have any questions.

Sincerely,

Jean L Baker

JEAN L. BAKER, Chief
Environmental Management, M-2

Enclosures

DEPARTMENT OF TRANSPORTATION
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September 7, 2004

Mr. Jim Campbell, Chief of Assessment Standards
Lake County Assessor's Office
255 North Forbes
Lakeport, CA 95453

Dear Mr. Campbell:

In accordance with California Government Code Section 51291(b), this letter is to serve as notification of the possible acquisition of California Land Conservation (Williamson) Act contracted land for a highway improvement project in Lake County. The project proposes to widen the shoulders on State Route 20 to 2.4 m (8 ft) between the communities of Upper Lake and Nice. The project would include upgrading public and private road approaches and extending/upgrading culverts as needed. The purpose of the project is to improve safety along this section of State Route 20.

As a result of recent coordination with your office, it appears that one parcel within the project limits, APN 004-010-04, is registered under the Williamson Act. Acquisition of a 0.36 ac (approx.) strip of land adjacent to the highway would be required from this 41.0 ac parcel.

As to the explanation of preliminary consideration of Government Code Section 51292, this is a State highway project determined to be exempt from this requirement under Section 51293(g). In accordance with Section 51291(e) of the Government Code, notices and findings regarding Williamson Act parcels will also be contained within the CEQA document prepared by this office for the project.

Enclosed for your review are the following items:

- Project location map
- Layout showing proposed acquisition

If your office has not contacted us within 30 days from the receipt of this letter, we will assume you have no comments or concerns regarding this proposed acquisition. Please contact Sue Bauer by phone at (530) 741-7113 or e-mail at sue_bauer@dot.ca.gov if you have any questions.

Sincerely,

Jean L Baker

JEAN L. BAKER, Chief
Environmental Management, M-2

Enclosures

DEPARTMENT OF TRANSPORTATION
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MARYSVILLE, CA 95901-0911
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Flex your power!
Be energy efficient!

August 26, 2004

Lake County Assessor's Office
255 North Forbes
Lakeport, CA 95453

To Whom It May Concern:

The California Department of Transportation is conducting an environmental evaluation for a highway safety improvement project in Lake County that would widen the roadway shoulders and install rumble strips on State Route 20 between the communities of Upper Lake and Nice. The project would require the acquisition of strips of land from parcels adjacent to the highway between postmiles 9.4 and 21.1.

We are requesting a determination as to whether the proposed project would impact any parcels that are registered under the California Land Conservation (Williamson) Act. Enclosed for your information is a project location map. Please provide a response by phone or e-mail to Sue Bauer, Associate Environmental Planner at (530) 741-7113, sue_bauer@dot.ca.gov.

Sincerely,

Jean L Baker

JEAN L. BAKER, Chief
Environmental Management, M-2

Enclosure

Chapter 4 List of Preparers

The following Caltrans North Region staff contributed to the preparation of this Initial Study:

Jean L. Baker, Senior Environmental Planner. Contribution: Environmental Branch Chief.

Susan Bauer, Associate Environmental Planner. Contribution: Environmental Study Coordinator and Document Writer.

Carolyn Brown, Associate Environmental Planner (Natural Science). Contribution: Natural Environment Study (NES), Wetland Delineation.

Jeff Haney, Associate Environmental Planner (Archaeology). Contribution: Historic Property Survey Report (HPSR).

Keith Pommerenck, Civil Engineer. Contribution: Air Quality and Noise Reports.

Dwayne Grandy, Transportation Engineer. Contribution: Updated Initial Site Investigation (Hazardous Waste), Site Investigation for NOA.

David Melendrez, Transportation Engineer. Contribution: Water Quality and Storm Water Reports.

Sebastian Cohen, Transportation Engineer. Contribution: Floodplain Evaluation Report.

James S. Hibbert III, Landscape Associate. Contribution: Visual Impact Analysis Report.

Mastri Alvandi, Transportation Engineer. Contribution: Project Engineer.

Oscar Vasquez, Senior Transportation Engineer. Contribution: Senior Design Engineer.

John Bulinski, Senior Transportation Engineer. Contribution: Project Manager.

Appendix A CEQA Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include "potentially significant impact," "less than significant impact with mitigation," "less than significant impact," and "no impact."

The California Environmental Quality Act requires that environmental documents determine significant or potentially significant impacts. In many cases, background studies performed in connection with the project indicate no impacts. A mark in the "no impact" column of the checklist reflects this determination. Any needed explanation of that determination is provided at the beginning of Chapter 2.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☑	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☑
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Visual Impact Analysis, June 2004.

AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☑	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑

"No Impact" determinations in this section are based on coordination with the Natural Resources Conservation Service and Lake County Assessor's Office.

AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☑
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☑
d) Expose sensitive receptors to substantial pollutant concentration?	☐	☐	☐	☑
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Air Quality Report, April 2004.

BIOLOGICAL RESOURCES - Would the project:

a) Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☑	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Natural Environment Study, November 2004.

COMMUNITY RESOURCES - Would the project:

a) Cause disruption of orderly planned development?	☐	☐	☐	☑
b) Be inconsistent with a Coastal Zone Management Plan?	☐	☐	☐	☑
c) Affect lifestyles or neighborhood character or stability?	☐	☐	☐	☑
d) Physically divide an established community?	☐	☐	☐	☑
e) Affect minority, low-income, elderly, disabled, transit-dependent, or other specific interest group?	☐	☐	☐	☑
f) Affect employment, industry, or commerce, or require the displacement of businesses or farms?	☐	☐	☐	☑
g) Affect property values or the local tax base?	☐	☐	☐	☑
h) Affect any community facilities (including medical, educational, scientific, or religious institutions, ceremonial sites or sacred shrines?	☐	☐	☐	☑
i) Result in alterations to waterborne, rail, or air traffic?	☐	☐	☐	☑
j) Support large commercial or residential development?	☐	☐	☐	☑
k) Affect wild or scenic rivers or natural landmarks?	☐	☐	☐	☑
l) Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours, and temporary access, etc.)?	☐	☐	☑	☐

"No Impact" determinations in this section are based on review of the Lake County General Plan (1981), General Plan Update (2003) and the Project Study Report; field reviews of the project area, and Caltrans' Standard Special Provisions for construction activities.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Historic Property Survey Report, October 2004.

GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☑
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☐	☑
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	☐	☐	☐	☑

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Geotechnical Report, August 2004.

HAZARDS AND HAZARDOUS MATERIALS -
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑
c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Updated Initial Site Investigation, January 2004.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☑
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☐	☑
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☑
f) Otherwise substantially degrade water quality?	☐	☐	☐	☑
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area any structures that would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Drainage Report, Sept. 2003; Floodplain Report, April 2004; and the Water Quality/Storm Water report, June 2004.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
LAND USE AND PLANNING - Would the project:				
a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
b) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

"No Impact" determinations in this section are based on review of the Lake County General Plan (1981) and the General Plan Update (2003).

MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

"No Impact" determinations in this section are based the Geotechnical Report, August 2004.

NOISE - Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☑
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☑
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Noise Report, April 2004.

POPULATION AND HOUSING - Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the scope and location of the project.

PUBLIC SERVICES -

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	☐	☐	☐	☑
Police protection?	☐	☐	☐	☑
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the scope and location of the project.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
RECREATION -				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the scope and location of the project.

TRANSPORTATION/TRAFFIC - Would the project:

a) Cause an increase in traffic which his substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☑
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑
c) Result in a change in air traffic patters, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incomplete uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑
f) Result in inadequate parking capacity?	☐	☐	☐	☑
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the Project Study Report, December 2002 and review of the Lake County General Plan (1981) and General Plan Update (2003).

UTILITY AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
e) Result in determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☑
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

"No Impact" determinations in this section are based on the scope of the project and the Water Quality Report, June 2004.

MANDATORY FINDINGS OF SIGNIFICANCE -

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, or cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☑
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

Appendix B Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608

July 26, 2000

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

JEFF MORALES
Director

Appendix C Minimization and/or Mitigation Summary

1. *Avoidance / minimization* measures:

Cultural Resources

Protective (ESA) fencing would be installed around those portions of sites CA-LAK-435 and –1253/H outside of the ADI to protect these areas from inadvertent damage during construction.

Biological Resources

Potential impacts to bird species, Northwestern pond turtle, and bats would be avoided/minimized through implementation of pre-construction surveys and work windows.

The ephemeral drainage at north end of the project and the associated riparian vegetation, along with oak trees throughout the project area that can be avoided during construction would be identified as ESAs on project plans and protected during construction with ESA fencing/flagging.

Roadway drainage ditches would be replaced in-kind following construction. To minimize impacts to non-wetland waters associated with culvert extensions, the channel area around the inlets and outlets would be enlarged. The channel beds would be returned to their pre-construction grade/contour to the greatest extent possible.

Traffic

A Traffic Management Plan would be implemented to minimize impacts to through traffic during construction.

Utilities

Project design would ensure that the sewer line located along SR 20 and the high voltage power line near PM 11.0 would be avoided during construction.

2. Mitigation measures:

Riparian vegetation

Mitigation for loss of riparian vegetation would be accomplished through replacement planting within or adjacent to the project area.

Oak trees

Loss of oak trees would be mitigated by planting seedlings in or near the project area at a ratio of 1 seedling for each inch of diameter at breast height (DBH) removed.

Appendix D List of Technical Studies

To assist in the identification and assessment of potential environmental impacts of the proposed project, Caltrans staff prepared the following technical reports:

Air Quality Report

Floodplain Report

Geotechnical Report

Historic Property Survey Report

Initial Site Assessment (Hazardous Waste)

Noise Report

Natural Environment Study

Project Study Report

Visual Impact Assessment

Water Quality/Storm Water Report

Wetland Delineation